

June 5, 2002
DRAFT

DOT NATIONAL CROSSING INVENTORY
“EXPLORING NEW WAYS TO IMPROVE”
NOTES/SUMMARY FROM CHICAGO OUTREACH MEETING

Current Meeting: May 7, 2002 Chicago, IL

Previous Meetings: November 8, 2001 Dallas, TX and March 5, 2002 Washington, D.C.

Reference: NOTES/SUMMARY FROM PREVIOUS OUTREACH MEETINGS (May 2, 2002)

Comments and Suggested Changes to National Inventory Crossing Inventory: (Reference U.S. DOT Crossing Inventory Form and “Format for FRA Inventory Fields”):

The following are suggested changes and/or comments provided by the attendees. The suggestions may or may not be implemented.

C. Reason for Update

- C Add “Exempt”
- C Add “Abandoned” (“Discontinued”)
- C Add “Out-of-Service” (“Inactive”) (STB Classification referenced)
- C Add “Correction” (FRA already has a means of doing in place corrections.)

L.7. RR Milepost

- C Expand milepost field for alpha prefix and suffix (allow 3 positions for alpha prefix, 5 numeric, and 3 alpha for suffix (so as not to have problems sorting by milepost, have different fields, one for prefix, one for numeric portion of milepost, and one for suffix).
- C Add these categories:
 - ~ Industrial Track
 - ~ Spur Track

L.12. City

- C Is “In” or “Near” needed for City?

L.13. Street or Road Name

- C Make field longer (increase to 25-30 characters)
- C Add these categories:
 - ~ Street Name
 - ~ Street Name Alias (Inventory has Highway Type and No.)

I.17. Crossing Type

- C Suggestion:
 - ~ pedestrian only
 - ~ vehicle and pedestrian
- C Suggestion:

~ public	~ pedestrian
~ private	~ vehicle

I.19. Type of Passenger Service

- C Identifies if Transit, Commuter, AMTRAK
- C “None” is not needed.
- C “Other”- Refer to commuter.
- C “Light Rail Shared” (one crossing number - multiple tracks (heavy and light rail))

I.22. County Map. Ref. No.

Not necessary. Not required.

II.1. Number of Daily Train Movements

- C Yes/No - Are there switching movements at this crossing?
- C Switching trains at crossing?
- C Add “estimated” to switching movements (if becomes a regulatory document, difficult to come up with switching movements)

II.2 Speed of Train at Crossing, 2.B. Typical Speed Range Over Crossing

- C Is "typical speed range at crossing" needed?
- C How fast are trains operating? (Distinguish between switching and thru.)

III.5. Channelization Devices With Gates

Remove “With Gates”

IV.1. Type of Development

Standardize with Private Crossing Information (27.A. Category).

IV.6. Crossing Surface

- C Add width and length of crossing. (Will need ways to define what is measured (roadway width, length of track.- how to handle multiple tracks with different surfaces and different lengths)
- C Allow multiple selections to be checked, and also “Other” (explain in narrative). This is to be able to indicate different surfaces where there are multiple tracks.

IV.10 Is Commercial Power Available?

Discussion indicated that this was not needed.

V.4. Posted Highway Speed

Change to “Highway Speed”.

V.5. Annual Average Daily Traffic (AADT)

Change to “Estimated Annual Average Daily Traffic (AADT)

V.7. Average Number of School Buses Over Crossing per School Day

Change to: “Is crossing regularly used by school buses?”: (or “Is crossing on a regular school bus route?”)

Suggestions for adding other data elements:

- C Add “Exempt and Out of Service sign”
- C Add “Photo Enforcement”
- C Add “Wayside Horns” (or “Automated Train Horn”)
- C Is crossing regularly used for hazardous materials?
- C** Facility No. (For multiple pedestrian crossings in a station.)
- C Add “Vehicle Presence Detection (active warning devices)
- C Add “Reflective Strips for Crossbucks”
- C Add “Photographs”.
- C Look at % of Grade (Hump) (as centimeters up and down)

Mandatory Fields/Updating:

Suggestions/Comments

- C Fields to be required: Fields used for locating crossings and for prioritizing for safety reasons.
- C Data for new fields that are “required” are required only for NEW crossings. If Inventory becomes mandatory, data would be required for all required fields.
- C II. Typical Speed Range Over Crossing - Why is it a required field?
- C IV.6. Should crossing surface be required?

Accuracy of Inventory Data:

- C A “road map” was included in the handouts that provides a process to follow to reconcile data between State/Railroad and the FRA National Inventory. The road map consists of several steps, starting with an initial reconciliation of just main identifying data (Crossing Number, Operating Railroad, What is type and position of Crossing? Is crossing open or closed? If an update is made to the National Inventory, the Railroad or State should send a copy of the update to the other party. If a crossing was closed in error, State or Railroad can just tell FRA to re-open it. State or Railroad can provide the updates (circle the updates) and date that the change occurred. A suggestion was made to find a way to do this electronically. Once databases are “in sync” States can just send updates.
- C If making a correction to an error, an in-place correction can be made.
- C If a State does a re-inventory, they should let the railroads know.
- C A suggestion was made to notify all parties of an update in a warning device: If a crossing’s warning device is upgraded by the Railroad, the Railroad can send a letter (or Inventory form with warning devices updated – circle the updated items) to the State and to Tom Woll, FRA.

Inventory/Web Site Applications:

The following suggestions were made:

- C On FRA Safety Web Site:
 - a. Have most recent inventory form on top.

- b. Allow selecting current record and/or historical records.
- c. Allow printing a block of crossings or just current record.
- d. Need tutorial on using web site to get crossing information. Tutorial should have a sample (screen shots) and step-by-step instructions.
- e. Tie in form to a GIS map
- f. Would like to query by Branch with results sorted by milepost and an output to a report.

Updating Instructions:

1. Items I.17. Crossing Type and 18. Crossing Position. Include “various vehicles” (e.g., bike, motorized off road vehicles, snow mobiles). Include in definition for crossing (see 1. above) sidewalk-pedestrian walkways.
2. Items I.23 & I.24. Latitude and Longitude. Explain where to capture latitude and longitude (center of the crossing, at center between main lines (if multiple tracks).
3. Item I.26. Is there an adjacent crossing with separate number? If there are 2 main lines and each Railroad maintains their own line they shouldn’t each have their own crossing number. However, if this is the case, put the number here.
4. Item II.I. Number of Daily Train Movements, 1.B. Total Switching Trains. Fix instructions on switching (change to switching activations (e.g., 1 switching activation can look to motorist like 30 trains).
5. Item IV.6. Crossing Surface. Explain what to do if crossing has different surfaces (e.g., main track may be concrete, while secondary track is lumber): (suggestion: Check surface and Other and specify in the narrative.)
6. Item V.4. Posted Highway Speed. Suggested change to “Highway Speed”, explain that this is posted hwy speed or legal limit (on local roads highway speed may not be “posted”).

Crossing Inventory Numbers:

A suggestion was made to define a policy for identifying multiple pedestrian crossings in a station where there is a crossing walk connecting platforms between stations (Private crossing with public access). Suggestions was made to identify such crossings with a facility number (rather than as individual crossings), and to make adaptable to FTA.

Updating Responsibilities:

Suggestions Made:

- C Primary and/or Secondary Responsibilities for data elements. If a data element has both an X and X(P), FRA will accept information from either party for initial inventorying of crossing, then the entity that has X(P) takes over the responsibility for submitting updates after the crossing is in the Inventory. Example: for initial submission, City would be provided by Railroad, after that, it would be up to the State to make sure the data is correct (once crossing is inventoried, State will update City). X(P) means that the entity has primary responsibility for updating.
- C Part III: Traffic Control Device Information. Responsibility for Traffic Control data should be State responsibility (except for III.6 Train Detection which must be Railroad's responsibility). Responses/Comments: RR goes by crossings regularly - let them be primary. Dual reporting would be a problem. Railroad is out there to do periodic inspections of warning device systems.

Comments on Specific Fields:

- 1. I.17. Crossing Type. Make type of crossing a State responsibility OR shared the responsibility (State and Railroad both take responsibility)
- 2. I.23 & 24 Latitude and Longitude. Look at Lat/Long responsibilities again. State can be responsible for public crossings and Railroads for private crossings.

Contacts:

A contact list of State Inventory Contacts was included in the handouts. Request(s) were made for similar lists for railroad contacts and national contacts. When there are updates to the contact list, notify FRA. Suggestion to put contact list(s) on FRA web site.